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Recent regulations governing the inspection and repair of freight cars and passenger coaches.

1. The DDR Directorate General, Railroads, Berlin, recently decided that, as of 1 January 1952, the regulations concerning the inspection and repair of freight cars and passenger coaches would be revised to comprise the following groups:

GJU - Guesterwagenjahresuntersuchung	(yearly freight car inspection)
GHU - " haupt "	( " chief " " )
GKR - " kapitalreparatur	(freight car capital repairs)
RJU - Reisewagenjahresuntersuchung	(passenger cars yearly inspection)
RHU - " haupt "	( " " " chief inspection)
RKR - " kapitalreparatur	( " " capital repairs)

2. On 18 September 1951, Erwin Kramer, Director General of Railroads, issued an order that, for the present, these fixed periodic inspections for freight cars need not be adhered to because the present heavy loading and the increased demand for freight cars made it impossible to withdraw the cars from circulation.

Lack of material for repairs.

3. A scarcity of materials for repair work, especially for locomotives, arose as a result of the ban on the delivery of certain materials to the DDR. In view of the difficulty in obtaining materials for repairs, Kramer issued an order on 18 September that a more rapid inspection of the park of damaged locomotives (Schadlopark) should take place in order to ascertain as soon as possible which of the old locomotives could be dismantled. A report would have to be prepared for each locomotive proposed for dismantling. The parts taken from these locomotives would be used for locomotives in the operational park (Betriebspark).

Lack of cement for the DRGD.

4. On 19 September, Section VI of the Deutsche Reichsbahn Generaldirektion asked the Transport Department of the SCC to release the promised cement from the reserves of the SCC, since the stocks of the DDR and DRGD were exhausted.

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With the cement supply assured, the installations already started (especially the by-pass tracks), could be continued.

Development of freight cars with heavy load carrying capacity.

5. The SCC recently ordered the Directorate General, Railroads, to increase the production of 4-axle cars with a heavy load carrying capacity (vierachsige Schwerlastwagen mit Drehgestell). The Directorate General engineers are at present occupied with this question of a new type of car.

Scientific research.

6. At the beginning of September, the Directorate General, Railroads, Berlin, created a new department for research work under the direction of Ing. Dungen. The work of this new department is to compile all the information on scientific research on railroads and to keep the appropriate sections advised as to developments.

Request by the Ministry of Transport, Moscow, for the return of ethyl cars.

7. On 29 August 1951, [redacted] 50X1-HUM  
[redacted] General Suyasov, head of the Administration for International Traffic in the Ministry of Transport, which is located at Novaya Basmanaya, Moscow [redacted] requested the return, empty, to Gloschin (sic), of car [redacted] 50X1-HUM  
in which ethyl had been shipped.

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